

AFFAIRS OF THE RAILWAYS.

Ohio River Traffic Association.
Chicago, Aug. 15.—At a meeting of the Ohio River Traffic Association to-day, the lines intersecting in business between Chicago and Cincinnati, Louisville and Indianapolis agreed to restore rates on passenger traffic between those points to the tariff in effect last April. These rates became demoralized through a passenger-rate war in which the Pennsylvania and the Missouri were principally interested, and all attempts to bring about an adjustment of the differences between the roads have been futile until the present time. The restored rates, which are to go into effect Aug. 25, are: Chicago to Indianapolis, unlimited tickets, \$5.50; limited, \$6.00; round trip, \$7.50. Chicago to Louisville, unlimited, \$8; limited, \$8.50; round trip, \$10. Chicago to Cincinnati, unlimited, \$8.50; limited, \$9; round trip, \$12.

Personal, Local and State Notes.
 The Illinois Central in July was off in its earnings, as compared with July, 1887, \$120,000.

The Railroad Gazette reports 2,000 miles of new track laid in the United States in the first six months of 1888.

The nineteenth annual convention of the Car and Locomotive Painters' Association will be held in Cleveland, O., Sept. 12 to 14.

Two locomotive engineers of Danbury, Conn., have invented a new system of heating trains with hot air carried directly from the locomotive.

Passenger rates from San Francisco are off \$15 over the Southern lines, and an east-bound passenger-rate war out of San Francisco is imminent.

The Mexican National railway will be opened for business on Nov. 1. It will then take an Indianapolis sixty-two hours to make the run to the City of Mexico.

The Bee-line, which in years past has paid little attention to shipments to Toledo and Sandusky, has just put in force a tariff from points on their lines to the lake points named.

On the first of next month the Ohio, Indiana & Western will receive their ticket office, now located under the Spencer House, on South Illinois street, to Rooms 42 and 44 Jackson place.

The Pennsylvania special No. 20, yesterday afternoon made the run from Indianapolis to Richmond in seventy-three minutes, traveling sixty-six miles, stopping for three railroad crossings.

The roads in the Central Traffic Association are seriously considering throwing off sale round trip tickets, which is an important item of business, as it is the returning part of the ticket to fall into the hands of the ticket-scalpers.

The Vandalia has been asked to put on Sunday trains, one each way, between Indianapolis and South Bend. It is hardly probable that it will do so, as President McKee is desirous of having as little Sunday work on the road as possible.

The general passenger agents of the roads doing the business between Cincinnati, Louisville, Indianapolis and Chicago, have, after three months of carrying business at half rates, concluded to advance passenger rates to the old tariff on August 25.

Charles Russell, of the J. M. & I. road, who lost a leg under a car-wheel July 30, has been paid \$1,000 by the Brotherhood of Brakemen, of which association he was a member, this association paying that sum as an indemnity when one of their number loses a limb.

The Mexican National railroad is asking Northern car manufacturers to bid on both freight and passenger equipment for their line. The road has already contracted with the Pullman works for twenty sleeping cars, to run between the City of Mexico and Laredo.

President Benedict, of the Chicago & Atlantic, says that there is no truth in the report that the C. & A. is to be gathered in by the Atchafalaya, Toledo & Santa Fe. The Erie company is the one which should be gathered in, and the property by lease or purchase, and is in a fair way, it is stated, to do so before two years roll round.

Superintendents of Western roads have been notified that on the first of next month, the Columbus, O. next month, no excursion train will be allowed to run into the Union depot at Columbus, but such trains must be stopped at the freight depot of the respective roads, where the baggage of excursionists will, as well, be taken care of.

In railroad circles a belief prevails that the Canadian Pacific people are figuring to secure control of the Vandalia road from Detroit and Toledo to St. Louis, and this causes the advance in the Vandalia stock of late. That the two roads are to be gathered in by the C. P. is not denied. This will give the Canadian Pacific a route to reach the Southwest.

At the Pullman car-works, in Detroit, they are building an improved sleeping coach, among other things, it is fitted with a drinking water, which is cooled by passing through ice.

The old New Albany rail-mill, which was converted a few months ago into structural iron-works, is so pressed with orders that it is working double time. The management of the Indianapolis steel-mill now say that it was a mistake that they did not build to manufacture heavy structural iron, but that they regret that this mill yet will be converted into a mill of such a character.

The taking-off of the limited trains between Chicago and Missouri river points is a serious blow at the Indianapolis, Decatur & Western, and the Ohio, Indiana & Western, and it will force them to run their trains out of here on instead of 3:45 p. m., and to make connections west with the Kansas City night train. The last few months both of these roads have profited through the fast limited trains of the Chicago & Atlantic, and the Vandalia, making close connections with them.

A passenger-rate war between the Bee-line and the Pennsylvania and Vandalia has been imminent for some weeks, and it really now looks as if it was about to break out. The Bee-line made a rate of \$4 with \$1 rebate from St. Louis to Indianapolis, good for three days, the Bee-line people say, without consulting them, and now, in retaliation, the Bee-line has raised its rate, Indianapolis to St. Louis, good for five days. Passenger men are of the opinion that this is the entering wedge for a lively rate war between the two lines named.

Officials of the Bee-line are looking about to ascertain how it is that they show a deficit in earnings of \$90,000 in July against the earnings of the corresponding period in 1887. The billing shows that for most stations, a large tonnage was carried this year as last. There would seem to be but little trouble in finding the leak, or a portion of it at least. It is in hauling live stock from Indianapolis to Buffalo at five cents per 100 pounds, and dressed meats from St. Louis to New York at figures that will hardly pay for the ice that is used in the refrigerator cars.

The large tonnage of anthracite coal coming West over the Lake Shore, the Michigan Central and the Bee-line was alluded to in the Journal a few days since. In commenting on this business, the Philadelphia Record of the 14th says: "The Reading enjoys almost a monopoly of the Western demand, and this has increased as a phenomenon of late years. The transportation of the Western tonnage has been diverted, it is said, from the Pennsylvania to the Vanderbilt line after leaving the Reading system. This, if true, would tend to confirm the theory that the Vanderbilts are really the great money power that has enabled Mr. Corbin to wield so much influence."

The chief occupation of Western railway officials for the last ten days has been negotiating up agreements to restore tariffs in some directions and not to cut in others. "If railway managements would honestly agree not to cut in any direction, and faithfully live up to their promises," they said a railroad official yesterday, "they would serve the interests of both their stockholders and the business public more advantageously than they are now doing, and restoring them the next cutting rates also destroys confidence in the integrity of freight officials, and leads the average shipper to believe that when rates are restored after a fight among competing lines he is the victim of a conspiracy, and as a result he appeals to the State Legislatures for legislation to protect him."

Miscellaneous Items.
 In all, fifty-five suits have been begun in Iowa against railroads doing business in that State in violation of the Railroad Commissioners' tariff of rates.

The business of the United States Express, on their new line, the Louisville Southern road, is developing very satisfactorily, and bids fair to be a large-paying enterprise.

The United States Express Company, which seems to be fast increasing its territory, has secured an exclusive contract with the Chattanooga, Rome & Columbus road.

The Chicago, Milwaukee & St. Paul has secured running rights over the Red River Valley road and will build to the boundary of Manitoba, thus getting a share of the grain traffic from that territory.

The C. B. & Q. people propose, in connection with the Wisconsin Southern road, and the Green Bay road, to build a bridge over the Mississippi at Winona, to be used jointly by the three companies.

The New York, Ontario & Western Railroad Company has notified the Chicago & Alton com-

pany that it would resume the sale of its tickets to-day. This removes another of the boycotting Eastern roads which refused to handle Alton tickets, because it refused to abolish commissions to agents.

The attitude of the Louisville & Nashville and the Kansas City, Memphis & Birmingham roads toward the Southern Railroad Association at its meeting, and the inauguration of a rate war at any day would not be a surprise.

Judge Brewer's decision in the case pending against the Iowa Railroad Commissioners and involving a permanent injunction against the new schedule of rates promulgated by them will not, it is stated, be given before Nov. 1.

Some of the trunk lines want rates on anthracite coal shipped West advanced, but the Pennsylvania Company is said to favor letting well enough alone rather than incur the possibility of checking the demand, which this fall season has been unprecedentedly heavy.

In commenting on the manner railroad commissioners are prone to treat railroads, the New York Shipping List says: "A comparison of transportation methods and facilities to-day with those of ten years ago shows how impossible it would have been to enforce any restrictive legislation based upon the conditions then understood. It is equally impossible to apply arbitrary legislation now to a railroad system the growth and development of which are beyond our comprehension. The market of arbitrary restrictive legislation applied at any earlier stage would have deprived us of all that is best in the advanced system of to-day."

DAILY WEATHER BULLETIN.

Indications.
WASHINGTON, Aug. 15.
 For Indiana, Illinois and Missouri—Local rains; local storms in the northern portions; cooler, except nearly stationary temperature in southeast portions; winds generally northerly.
 For Tennessee and Kentucky—Local rains; nearly stationary temperature; variable winds, generally southerly.
 For Michigan—Rain and local storms; slightly warmer; variable winds.

Local Weather Report.
INDIANAPOLIS, Aug. 15.
 Time. Bar. Ther. Rel. Hum. Wind. Weather. Precip.
 7 A. M. 30.08 70 65 South. Cloudy.
 9 A. M. 30.01 87 45 South. Fair.
 11 A. M. 29.95 84 63 South. Fair.
 Maximum thermometer, 91; minimum thermometer, 65.
 Following is a comparative statement of the condition of temperature and precipitation on Aug. 15, 1888:

General Observations.
WASHINGTON, Aug. 15, 7 P. M.
 Station. Bar. Ther. Precip. Wind. Weather.
 New York City... 30.04 80 88 66 Fair.
 Buffalo, N. Y. 30.06 74 74 74 Cloudy.
 Oswego, N. Y. 29.96 74 80 70 Cloudy.
 Philadelphia, Pa. 30.06 80 88 66 Fair.
 Cleveland, O. 30.08 82 84 72 Fair.
 Parkersburg, W. Va. 30.04 84 92 58 Fair.
 Washington, D. C. 30.06 80 88 66 Fair.
 Lynchburg, Va. 30.12 84 92 58 Fair.
 Charleston, S. C. 30.20 80 88 72 Fair.
 Atlanta, Ga. 30.08 82 84 72 Fair.
 Jacksonville, Fla. 30.16 76 88 72 Fair.
 Tallahassee, Fla. 30.12 82 88 72 Fair.
 St. Louis, Mo. 30.08 82 84 72 Fair.
 Montgomery, Ala. 30.10 82 84 72 Fair.
 Vicksburg, Miss. 30.10 82 84 72 Fair.
 New Orleans, La. 30.02 82 84 72 Fair.
 Shreveport, La. 30.08 82 84 72 Fair.
 Fort Smith, Ark. 30.08 82 84 72 Fair.
 Little Rock, Ark. 30.08 82 84 72 Fair.
 Galveston, Tex. 30.08 82 84 72 Fair.
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 El Paso, Tex. 30.08 82 84 72 Fair.
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 Brownsville, Tex. 30.08 82 84 72 Fair.
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